

No. 39

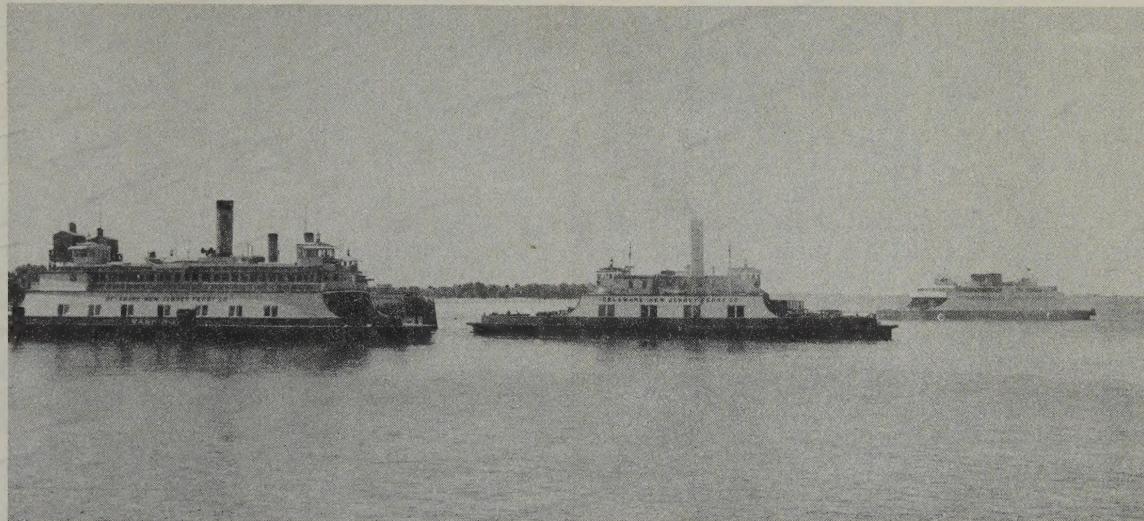
Barrington, Rhode Island

September, 1951

THEY CROSSED THE DELAWARE

By Edward O. Clark

The route of the Delaware-New Jersey Ferry Company between New Castle, Delaware, and Pennsville, New Jersey, has long been known informally as "that gold mine"; but, in more recent years, despite constant expansion of facilities and increased efficiency of operation, it has often been described in more uncomplimentary terms by those unfortunate enough to be caught during rush periods in the miles-long lines of cars on both sides of the Delaware. A direct result of this success in attracting business was its sentence of death. At 11:59 P.M., August 15, 1951, it ceased operations. One minute later, two miles north, the new Delaware Memorial Bridge was opened to traffic.



WASHINGTON, CINCINNATI, and one of the 1941 Sisters
--Photo by Author

As steam ferries go, the one at New Castle was young, being among those inaugurated during the mid-twenties boom in auto traffic. A hundred years earlier there had been a sail ferry at the same location; but it had been eclipsed by the Wilmington-Penns Grove ferry four miles north.

Early in 1925, the New Castle-Pennsville Ferries, Inc., was formed by a group of shipping men of the vicinity. It was organized by the purchase, for stock in the new company, of the Garlick Transportation Company, whose most valuable asset was an exclusive ferry franchise awarded by the City Council of New Castle. At Pennsville, a conventional head-on slip was built; but, at New Castle, the municipal dock at the foot of Delaware Street was leased. Here the boats would be loaded and unloaded over the side.

The big double-ender WHITEHALL

was purchased in New York and renamed NEW CASTLE. Her sister, MONTAUK, soon followed, becoming PENNSVILLE. The following year, the smaller BALTIC, from Philadelphia, appeared on the ferry.

On September 1, 1925, New Castle was to celebrate the semicentennial of its incorporation, and this day was chosen to open the ferry line. Embarrassingly, on its first trip from the Jersey side, NEW CASTLE stuck in the slip with the top New Jersey brass aboard, and had to be yanked free by STATE OF DELAWARE, after BRANDYWINE had demolished part of her stern trying.

The White Line, as the new ferry was soon called, attracted much business from the start, to the increasing detriment of the Wilson Line's Wilmington-Penns Grove ferry. The new route was considerably shorter and had no city traffic to contend with at either end. In addition, new long-distance

traffic was increasingly overshadowing the comparatively local business on which the Penns Grove route had flourished so long. The old line cut auto fare to 50 cents, without much effect.

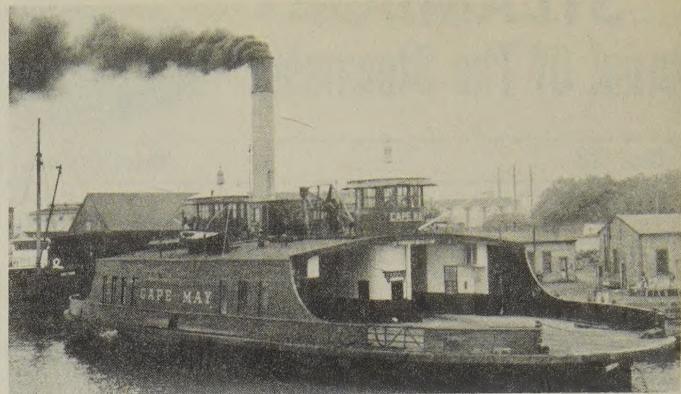
The Wilmington Steamboat Co. (Wilson Line), early in 1926, began building head-on slips at the foot of Chestnut Street, New Castle, and at the edge of Riverview Beach Park, just north of the White Line slip in Pennsville. A little later, after some maneuvering, the New Castle City Council sold them a franchise, abrogating the exclusiveness of the one held by the White Line.

This Wilson Line ferry was opened June 17, 1926, with CAPE MAY of 1901 from Philadelphia, CITY OF READING of 1889, and ARCTIC from the Penns Grove ferry. Then followed the "Great New Castle Ferry War." The local populace was far from neutral, especially in Jersey, where much White Line stock was owned. Every effort was made on behalf of the favorite. The crisis came during the Fourth of July holiday and centered in Pennsville. Local police lined up the waiting cars and directed them to the White Line slip, and a bus and taxi stand was established in the entrance to the opposition's slip. Those who still had the temerity to risk riding the Wilson boats had firecrackers, blank cartridges, and torpedoes exploded around them. On July 5th, the Wilson Line, with three boats on a 15-minute schedule, carried but 183 cars, while the White Line's two boats, on a slower schedule, carried 1,076.

Just in time to save its Labor Day business, Wilson obtained an injunction against further favoritism by Pennsville officials. During 1926, of nearly 140,000 vehicles transported, the White Line carried all but a mere 9,000.

Unfortunately for the White Line, these figures do not tell the story. The opposition had ruined the sale of the White Line's bonds, leaving them with insufficient capital, while their rivals were well backed. As President L.H. Garrison later said, "We were not licked. On the contrary, the Wilson Line, losing \$200 daily, was licked, but they could afford the licking, while we could not afford the victory!"

The White Line, early in 1927, refused an offer of \$400,000 for the complete purchase of the company, but not long after agreed to a merger, which took effect March 28. On that date, the Delaware-New Jersey Ferry Co. took over the two ferries at New Castle, and the Penns Grove ferry as well. The board of the new company was composed



CAPE MAY

--Photo by Robert McRoberts

of four directors from the Wilson Line and three from the White Line. Captain Horace Wilson became president and Captain Garrison, general manager, a position he held till the end.

The fleet of the new company consisted of NEW CASTLE, PENNSVILLE, ARCTIC, BALTIC, CITY OF READING, LONG BEACH, PEERLESS, and CAPE MAY. All were sidewheel double-enders; all but PEERLESS and LONG BEACH had beam engines. In New Castle, the Delaware Street landing was discontinued, and an additional slip built at Chestnut Street. Both Pennsville slips remained in use.

In the spring of 1929, the Wilson Line, including its controlling interest in the ferry company, passed into the hands of a Wilmington and Philadelphia syndicate headed by George B. Junkin. Soon afterwards, the small CITY OF READING was sold to New York, and replaced by the cut-down Pennsylvania Railroad ferry CINCINNATI. The ferry company, doing the work itself, re-engined her with a Unaflow steam engine.

The year following, BALTIC became BRIGANTINE, and PEERLESS was abandoned, to be replaced in 1931 by the new diesel JERSEY SHORE, built by Pusey and Jones. This vessel, little more than an open main deck with an engine enclosure surmounted by a pair of pilot houses and two stacks, had room for six lanes of cars, carrying at least double the number the sidewheelers had room for. Subsequently she had passenger cabins, including a lunch stand, installed on her second deck. Her two stacks were replaced by one.

During 1937, BRIGANTINE was cut down to a derrick barge, still in use by the company, and WASHINGTON and PITTSBURGH were acquired from the Pennsylvania. The old ARCTIC was converted to a barge the following year.

PENNSVILLE was abandoned in 1940, as was the Penns Grove boat LONG BEACH. The latter was replaced by a boat from

the Pennsylvania's Camden ferry, WILDWOOD, to which a second-deck passenger cabin was added. After the Penns Grove route was abandoned in 1942, she was little used, having too low clearance for modern trucks. In May, 1951, she was sold to the Jamestown-Newport ferry.

In 1941, the last two sidewheelers, NEW CASTLE and CAPE MAY, were replaced by two big new steamers from the Pusey & Jones yard, NEW YORK and FLORIDA, named for the terminal states of the Ocean Highway, in which the New Castle ferry was an important link. The color scheme of the new boats--black hull, white superstructure with blue-and-gold trim, and buff funnels--was copied by the older boats, which till then had been dark red with buff stacks.

After the war, although it became clear that a bridge would soon be built nearby, the ferry company continued to expand. In 1948, PHILADELPHIA was brought up from the Pennsylvania's recently-abandoned Baltimore-Love Point ferry, on which PITTSBURGH had also run some time before coming to the Delaware.

At this time, the two Love Point alumnae had the ends of their superstructures trimmed back, to increase their capacity. In PITTSBURGH's case, this also meant bobtailing the paneled upper-deck cabin. WASHINGTON had already undergone a similar operation.

NEWARK and CHICAGO came around from Hoboken in February, 1949, at the end of towlines. CHICAGO went on to

Baltimore for a rebuilding similar to WASHINGTON's, but NEWARK remained in the disused slip at Penns Grove. She has not been used, except as a source of machinery parts, since coming to the Delaware. These two-deckers, like the others (except WILDWOOD) previously acquired from the Pennsylvania R.R., were built during the nineties for the Jersey City ferry and when new were noted for their showy joiner work.

In 1949, an extra slip was built at each terminal, bringing the total to six. With eight boats running, this allowed a headway of five minutes or less.

On May 8, 1951, PITTSBURGH's upper works were badly damaged by fire while she was tied up for the night at Pennsville; but Sun Ship policed her up in time for the Decoration Day rush, minus nearly all her superstructure.

The evening of August 15 was a sad one, and not only for the 450 persons who found their livelihood in the ferry. Both terminal towns turned out for last rides, many parents bringing children, so that, when they grew up, they could remember how pleasant it was to travel on the big, leisurely white boats. PHILADELPHIA, at 8:45, was the first to tie up, to the tune of mournful salutes from all the rest of the fleet, and the two dock foghorns as well, a sad chorus that was repeated as each succeeding boat dropped out. At 11:30, JERSEY SHORE left Pennsville, and WASHINGTON New Castle, on the last trips.

DREAMS COME TRUE--WITH HELP

The Lytle List--Merchant Steam Vessels of the U.S., 1807-1868--is finished--ready for publication. Stop a moment to think what that means.

For years, students and historians of marine steam have dreamed of having a complete, authoritative, easily accessible source of basic information on all American steamers prior to 1868, when the first imperfect annual list was published. William Lytle was one of the first to have the dream, and almost the only one to do anything about it. In fact, he spent his life doing something about it. Others awakened to the value of his work when the first partial (1807-1856) edition of his list appeared. More acute awareness of the need has come as that first exhausted edition became one of the rarest and most sought-after of books.

Now, after 4 years' work by Forrest Holdcamper and others to finish Lytle's not-quite-completed task, the List is ready to publish--the dream to come true.

The SSHSA has undertaken to publish it. Indeed, we should hardly deserve the name of steamship historical society if we let the honor go elsewhere. But publishing books costs money--more than it did when this great project was begun. We cannot prudently embark until we see reasonable ground for believing we can foot the bill. Paid-up orders from a considerable part of the membership are absolutely necessary before the publishing contract can be closed.

The price established is not huge. Actually, five dollars is very little for so much. Consider the cost of a single year of Lloyd's Register. Even the United States Government now charges as much for a single annual list as the SSHSA is asking for the Lytle List. Yet Lloyd's and MVUS give data on only one year's registries; the Lytle List will give authentic information on the entire steam fleet under United States documents for three-fifths of a century.

If we have to delay publication while costs rise, it may be impossible to hold to the five-dollar price. Send Ed Patt your order now (address on page 70).

NIGHT BOAT

By Earl C. Haring

Were I asked what part of my childhood I loved best, I should quickly say those days--more precisely, those nights--spent with my dad on a creaking side-wheeler. The impression of my first trip must have been made at exactly the right time, if there is such a time; for through the years steamboating has remained at the top of all subjects I like to talk and dream about.

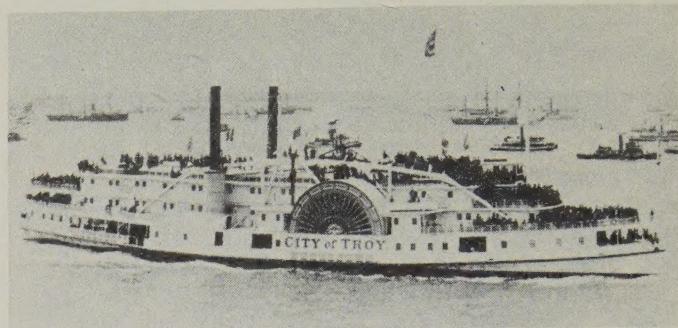
I am not a real old-timer, for my introduction to the Hudson River was made during the latter years of CITY OF TROY and SARATOGA of the Citizens' Line, about 1904 or 1905. It was early enough, however, to smack of romance, although "progress" soon changed little things about the boats I loved. Soon the walking beams were covered by a dome, and the once-glittering red-and-gold paddleboxes could no longer be identified by their ornate coloring and design. I resented these changes, but was somewhat comforted, a year or two later, to find on ADIRONDACK of the People's Line to Albany that, though concealed, beam and wheel were still there.

My memory picture of the first trip on CITY OF TROY will forever mean more to me than the greatest third-dimension, technicolor motion picture (unless, of course, it happens to be about a night boat). For forty years I have wanted to put that trip on paper.

From the day I first learned we were going, much too long before the appointed day, I wondered as only a small boy could just what it would be like. While waiting, I frequently reminded my playmates that, "at six o'clock on the night of such and such a day," I was going to sail for Troy on a Hudson River night boat. The Night Before finally arrived, and was endless. However, The Day broke warm and clear, and Mother made us sardine sandwiches to be eaten for lunch at Father's office. With fond goodbyes, we were off to the Long Island station in our town of Rockville Center, Long Island. Getting off the train at Woodward Avenue station on the Bushwick shuttle line, we hurried to Dad's office a block away. Here I was to amuse myself all day long.

No day since has equalled that one in length. Finally, the office clock neared five. Dad and I took a Flushing Avenue trolley over Brooklyn Bridge, then a Chambers Street horsecar to West Street, on which we trudged north to Pier 32 at the foot of Canal Street.

There she was! I could just see a black stack and stern flagpole above the pier structure. The boat on which I was to sail was suddenly a reality, and the thrill that comes once in a



CITY OF TROY

--Courtesy New-York Historical Society
lifetime was mine.

We could not go aboard, for we had not had dinner. Father explained that a meal on board would be too expensive; so, with a trace of disappointment, I was taken to a small white-faced restaurant opposite the pier. With one eye on what I could see of the boat, the other guiding a spoon into a bowl of milk toast destined to a very uninterested stomach, I lived in mortal fear for twenty minutes lest she go off without us.

At ten minutes of six, we started across the street, and at that same instant the whistle on CITY OF TROY gave three long blasts. Surely that boat was going to leave us right there in the middle of West Street! Dad assured me, however, that the whistle was only a warning that sailing time was at hand. There was no need, he said, for us to hurry.

At the pier entrance, several blue-uniformed porters with caps bearing Citizens' Line insignia raced to relieve Dad of one very small bag. Father said he could manage it. We continued out on the pier, and as we approached the gangplank my young heart leaped with joy, for there through the gangway my eyes feasted on the gleaming white side of the boat. Everything seemed to be alive. Steam was drifting up between boat and pier. White-coated waiters could be seen in the gorgeous white-and-gold dining room, carrying huge trays of dinner high over their heads. On the upper deck I could see passengers following porters with bags to their staterooms. A gold-braided officer examined our tickets; then Dad

took my hand and we trod a magic carpet aboard a floating palace.

Hurrying across the quarterdeck linoleum, we sought the end of the line of passengers waiting to be given stateroom keys by the purser. As we waited, porters scurried about calling, "All ashore's--goin' ashore!! All ashore's--goin' ashore!!" and there were last-minute goodbyes all around us. The purser's office was now abeam, and we were given a large brass key; but, as we started for our stateroom, Father suggested that I might like to watch the engineer start the engine. This was so far beyond my wildest expectation that I could hardly answer.

Mingled with this latest thrill was more than a trace of fear of getting too close to the massive machinery. With much trepidation, I followed Dad through the door into the engine room. Just ahead, directly in the passageway, loomed a huge horizontal shaft under which we had to crawl to reach the engine proper. Father explained to me that the engine was on one end of it and the paddle wheel on the other.

My knees trembled as I caught sight of the engineer. There he stood, facing the biggest piece of machinery I had ever seen, both hands resting on the end of a long steel rod, eyes roving over several steam gauges. Suddenly, at the squeak of a chain followed by a crash on an immense brass gong, he started pushing the rod back and forth, slowly at first, while on a shiny indicator he watched a brass arrow revolve. The arrow, Father said, showed the revolution of the paddle wheels outside. Each time it came around to a certain point, the engineer would move the steel rod forward or backward to release steam into the cylinder.

This hand-operation of the engine stopped after the boat had turned north on the river, for then, when the "full speed ahead" signal was given, the engineer appeared to operate several levers at once, causing the great engine to pick up a stride all its own without further human help. I wanted to stay and watch what seemed to me large steel upper lips as they rose and fell to meet the stationary lowers each time the engine revolved; but Dad suggested we find our stateroom. Then we could go back on deck for a glimpse of the city skyline, and watch the other boats before it got dark.

After a short hunt, we found our room. If I thought I wouldn't fall off, I was to sleep on the upper berth; so up I climbed to try it out. Up

there, through a fancy grillwork designed for "inside" ventilation, I could spy on all comers up and down the corridor. This, I was sure, would at least partly compensate for not having an outside room. I could hardly wait for bedtime.

The forward deck was too breezy; so we went aft and sat on camp stools in the lee of the house. Presently we stopped at 132nd Street. I was amazed at how easily the boat was docked, and it seemed no time at all until there was a short toot on the whistle and we were off, to make Troy our next stop--or so we thought.

We passed NEW YORK, the Day Line boat from Albany, nearing the end of her run. Soon it grew dark, and with a flicker or two the searchlight atop the pilot house came to life and reached out a silver finger to embarrass lovers on the shore and in canoes. Handkerchiefs waved from doorways of farmhouses whose oil lamps lost their importance in the searchlight's radiance.

As we neared Tarrytown, I could no longer resist the call of my upper berth. Sleep was impossible, for there were so many more important attractions for my eyes and ears. Peering through the grillwork into the Grand Saloon, I could see the less fortunate passengers without staterooms trying to make themselves comfortable in chairs. The stateroom indicator, just down the hall, rang constantly, and porters hurried to it, then away to answer the calls. Additional blankets and ice water were most in demand. The watchman, less hurried, came by on his round, and a feeling of security came over me.

The great engine with its walking beam and Ubangi lips made a sort of rhythmic creak in the woodwork and rattled the windows. Its steady "k-e-r-r-R-U-M! k-e-r-r-C-H-U-K! k-e-r-r-R-U-M! k-e-r-r-C-H-U-K!" still rings in my ears.

The gong in the engine room sounded, and the boat slowed down. After two or three minutes, there was a jingle, which sounded like the basement bell we used to have when we lived in Brooklyn, and full speed was resumed. Father explained that the boats always reduced speed when passing a tow, so that the wash would not disturb the tug with its barges and canal boats.

My neck became cramped, and I lay back on the pillow, eyes still wide as saucers. I wondered whether we would sail out of sight of land at any point along the river, and at that moment the whistle of a West Shore locomotive assured me that land was only a few hun-

dred feet off our port side. It must have been that assurance which brought on sleep, for I was suddenly awakened by our whistle blowing at short intervals. Father had just come in, and said a heavy fog was settling down on the river and we were running at slow speed.

Again I slumbered, and again I waked with a start. This time, our whistle was still, but there were many voices outside and the engine room was getting all sorts of orders from the pilot house. In the distance I could hear the alternate sounding of the bell and whistle of another boat--probably ADIRONDACK, which had followed us up the river. I called Father. He thought we were about to tie up to some dock to wait until the fog lifted; but he was not sure just where we were--perhaps West Point or Newburgh.

Soon all was very still, except for the steady knock of a water pump and the hum of the electric light dynamo below. Once more to sleep.

Five-thirty! It must be daylight, although one could never tell from an inside room. Nothing was happening; so I must investigate. I fell into my clothes, hurried down the long corridor to the bow, and slid back the door. No wonder nothing was happening--the fog was so thick it was dripping. We were surely made fast to a dock. From the bow I could hardly see the stacks.

Back to the room to tell Dad all about it. He said that, if we were tied up waiting for the fog to lift, we should have to have breakfast on board, as no one would be allowed ashore. That would be wonderful: breakfast in the gorgeous gold-and-white dining room! After what seemed a decade, Father was ready, and down we went. What a thrill--a table for two on the dock side near the stern, where, if the fog ever lifted, we could see the river in all directions except straight ahead.

The waiter said we were at Newburgh, and had been there since ten-thirty the night before. I asked Dad how long it would take us to get to Troy. He said about six hours. Oh boy! a night trip and a day trip, all for the price of one.

The fog persisted, and the bell on the "ADDIE," anchored in the river just below us, continued to ring. Now that breakfast was over, I must explore the boat in daylight. I even felt brave enough now to venture into that engine room alone. Dad came along, though.

The captain, pilot, and chief engineer came into the dining room as we left; so it was pretty certain that we

would not cast off for at least a half hour. This would give me time to investigate everything inside and out.

Now the stateroom bells were all ringing at once. Waiters, half-running, half-walking, were carrying great trays of steaming coffee, ham and eggs, fried potatoes, toast, and other breakfast delicacies to lazy folk.

As we went out on deck again, a slight breeze from the west was stirring, which would soon mean the end of the fog. Suddenly, the bell on the "ADDIE" stopped ringing, and now just ahead we could see NEWBURGH of the Central Hudson Line at her dock. She had left New York at four o'clock the day before from the foot of Franklin Street, and had arrived well before the fog set in. Father said other boats had also left the night before, and he wondered where they were. They were KAATERSKILL of the Catskill Evening Line and IDA of the Saugerties Line. Perhaps we would get a glimpse of them later in the day.

Now the breeze was poking great holes in the fog, through which parts of Newburgh could be seen, and from the very prow we could see our entire boat right back to the stern flagstaff.

A commotion--things were beginning to happen. The captain stood at the rail on the upper deck with his right hand clasping the signal cable running to the pilot house. He ordered the dock hand to cast off the bow line and gave a "slow astern" signal to the pilot, who relayed it to the engine room. The walking beam started a slow motion, while the paddle wheels gently "plop - plop - plop - plopped" till the bow had swung well out into the river. Then, "half ahead" was given, and, as we once more started in the general direction of Troy, the stern line was cast off.

Now, far upstream, downriver night boats could be seen: ONTEORA of the Catskill Evening Line, followed by ULSTER of the Saugerties Line. As we passed each boat, a lazy sort of whistle blast was given in salute. We were soon under the Poughkeepsie bridge and headed for Kingston. As we passed the lighthouse at the entrance of Rondout Creek, JACOB TREMPER came along.

Soon we sighted a lighthouse which appeared to be in the middle of the river. Father said it marked the entrance to Esopus Creek, up which the Saugerties boat sailed to that city. As we approached Catskill, he suggested lunch. From the saloon I could see Hudson on the right and the ferry which

ran across to Athens. Just at this moment, we overtook M. MARTIN, on her daily run to Albany.

Coxsackie on the left bank was next. Little did I imagine that a dozen years later I would marry a girl from there. Now another boat was coming. Father said he thought it might be ALBANY, of the Hudson River Day Line, and he was right.

Soon the Catskill Mountains faded from view and we sailed into quiet waters flanked by farmlands. Except for an occasional towboat, the river was quite still. As the clock in the pilot house struck seven bells, the first bridge at Albany came into view. The "TROY" bellowed three long blasts. As the drawbridge swung around, I could not believe our boat would ever squeeze through. But through we went, whistling again for the railroad bridge.

Now there were only about five miles left of our wonderful trip. As we passed Green Island, then an amusement park, WILLIAM REYNOLDS of the Albany-Troy ferry line approached. Finally, the Congress Street bridge in Troy came into sight. Father said we would tie up just this side of it.

As we approached the dock, the captain took over, and signalled the engineer to stop the engine. Now we were coasting slowly toward the dock and bridge. Another signal, "slow a-

stern," was given, to break our forward motion and bring the boat to a stop at the dock. We waited. Nothing happened. The engine did not move. We were slowly but surely headed for a closed bridge.

The captain called through the speaking tube to the engineer, who reported that the engine was on dead center and could not be moved fast enough to prevent our crashing into the bridge. "All hands inside the boat!" the captain shouted to those of us standing on the bow. "We are going to crash into this bridge."

Just as the last passenger came inside, there was a terrific crash which sent a few of us sprawling. A few women screamed, but the captain and crew quickly assured us that the boat was in no danger of sinking.

A gangplank was then put in place, and all went ashore. From the dock we could survey the damage. The bridge had not suffered much, but our wonderful floating palace no longer had a pilot house. It had been cut off to the level of the deck. The forward flagpole had also been sheared off; but there appeared to be no other damage.

So ended my first trip on a night boat. That evening CITY OF TROY went down the river with nothing but a wheel and a chair where once stood a proud pilot house.

A RUNNER AND HER SISTER

By C. Bradford Mitchell

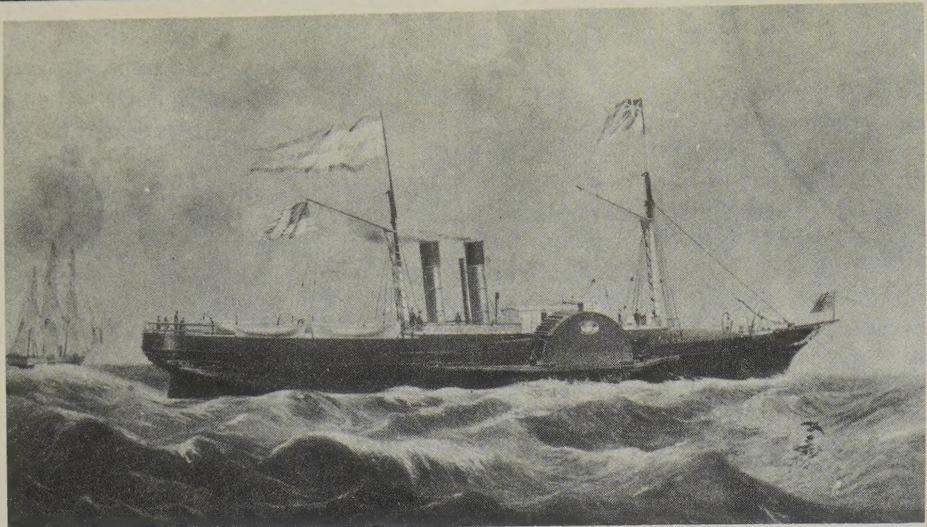
Of all steamboats, the "opposition boat" is the most interesting. This may be because she rarely shows up as sharply in the picture of the past as vessels of established lines. Appearing in a trade briefly and as a rule unsuccessfully, she makes too slight an impression on the public consciousness to support the transition from news to history. Her successful adversary, the "regular line," has no great incentive to immortalize her in its official records, and she becomes for the student of a later generation a tantalizing shadow--often little more than a name. If her name itself gets out of focus, she may be a source of perplexity and frustration for decades.

Such a ghost is ADMIRAL DUPONT. All students of shipping to the Maritimes know that in 1863 she challenged the monopoly of the International Steamship Company between Boston and Saint John, New Brunswick, was thoroughly outclassed by the new International Liners NEW ENGLAND and NEW BRUNSWICK, and shortly withdrew. Probably the chief source of this information is Francis B.C. Bradlee's Some Account of Steam Navigation in New England (Salem, 1920). On page 120, Bradlee says:

"During the year 1863 Spear, Lang and Delano of Boston...started an opposition line...known as the 'United

States Mail Line.' The steamer employed was an iron paddle-wheeler, recently rechristened the ADMIRAL DUPONT, for under the name of DAWN she had been captured, a little while before, in an attempt to run the blockade of the southern ports. This vessel, built in England in 1847 for the English-Irish cross channel trade, measured 705 tons, and was equipped with oscillating cylinders, four in number, each 48 inches in diameter, four feet stroke...."

Throughout the years since it was published, this account of ADMIRAL DUPONT has stood as the basis for what little has been said and written about



ADMIRAL DUPONT

--Courtesy The Mariners' Museum

her. In most respects, it has been confirmed by subsequent research. But it embodies one major source of confusion --the name DAWN. No evidence has appeared that ADMIRAL DUPONT ever bore that name. Yet it has been swept along with the rest of Bradlee's data, as a basic element of the orthodox story of the ship. Within a decade of its publication, it was incorporated into at least two widely-read American and British source works, Dayton's Steamboat Days (New York, 1925) and Parker and Bowen's Mail and Passenger Steamships of the Nineteenth Century (London, 1928). This journal has been no less ready to echo the received gospel. Although John Lochhead, in his "Steamboating Between Boston and Saint John, New Brunswick" (SB, 11:240-244), avoided saying ADMIRAL DUPONT was formerly DAWN, the present writer, indexing our Volume II, supplied the cross reference!

It now appears that this was misplaced deference to authority. I wonder, though, how many others have tried to track down an Irish Channel steamer DAWN built in 1847 and captured by the Blockading Squadron in 1862. Steamboat Bill exists in part to forestall such false starts. It may be worthwhile, then, to tell here what has so far been pieced together of the story of ANGLIA, the ship which became ADMIRAL DUPONT.

She was one of four 15-knot iron paddlers built in 1847 and 1848, at as many English ports, for the Chester & Holyhead Railway. The rest were named CAMBRIA, HIBERNIA, and SCOTIA, after a nomenclature pattern still honored by British Railways' Holyhead-Dun Laoghaire liners. ANGLIA and SCOTIA, which figure chiefly in this story, were built in 1847 at West Ham and Blackwall, respec-

tively. ANGLIA measured (1863) 198'8" x 28' x 14'; SCOTIA, 202' x 28' x 13'.

Coming from different builders, the quartet were only "approximate sister ships," averaging somewhat over 700 tons. According to their United States documents, ANGLIA and SCOTIA were 2-decked, two-masted steamers, with round sterns and "scroll heads." Comparison of our picture of ADMIRAL DUPONT with one of CAMBRIA in Burtt's Cross-Channel and Coastal Paddle Steamers (London, 1937) shows close similarity of hull and rig, but betrays the different origins of the two (CAMBRIA was built in 1848 by Lairds of Birkenhead), in that the relative position of engines and boilers is reversed, CAMBRIA's twin stacks being forward of her paddleboxes, ADMIRAL DUPONT's aft.

The sisters stayed together more than a decade. In July, 1851, they were taken over by the City of Dublin Steam Packet Company, and continued on the Irish run. Ten years later, they were sold to separate owners. Though past their prime, they were good secondhand iron steamers, reasonably fast. There was growing demand for such craft in 1861, on the south Atlantic coast of North America. ANGLIA and SCOTIA were presently initiated into the blockade-running sorority, and did very well for a long time, as runners measured time.

SCOTIA's luck ran out October 24, 1862, when she was taken by the Blockading Squadron. Just three days later ANGLIA, streaking from Nassau to Wilmington with a cargo variously reported to have been drugs and munitions, fell in with the USS FLAG off Bull's Bay, South Carolina, and became a prize. As such, after condemnation proceedings, she and her sister returned to the humdrum of legitimate merchant service, under the Stars and Stripes. Both were sold to Caleb Pierce and Henry M. Whitney of Boston, who registered them at New York, January 28, 1863, as ADMIRAL DUPONT and GENERAL BANKS.

From here on, ADMIRAL DUPONT's course is easier to chart than GENERAL BANKS'. After four months, she was "re-converted" and ready to bid for down-east business. She was enrolled May 28 at Boston, under ownership of Pierce, James S. Whitney (in place of his fath-

er), J.B. Taft, and E.A. Birchard. Albert Wood was master. Through a copying slip, her former name was shown as ANGELIA, and the error was perpetuated in subsequent documents until late 1864.

This Boston enrollment was first in a series of nine papers in close succession, which divulge both the day-to-day movements of the steamer and the cumbersome official procedure our navigation laws then imposed on vessels trading coastwise to points east of the international boundary. Though the trip took no more than a day, ADMIRAL DUPONT had to leave Boston under an enrollment, since, for calls between there and Eastport, Maine, she was engaged in domestic coastwise trade. At Eastport (then called Passamaquoddy for customs purposes) she had to surrender the enrollment and take out a register, as a vessel "bound foreign." On her return from Saint John, the Passamaquoddy formalities had to be observed in reverse. To see that they were--and with reasonable despatch--Warren Hatheway of Eastport was added to Pierce et al. on the Maine documents, as "registering owner." The steamer herself, heretofore "ADMIRAL DUPONT of Boston," became officially "ADMIRAL DUPONT of Eastport."

Bradlee ends his paragraph by saying ADMIRAL DUPONT's "career was a very short one in New England waters." Lochhead is content to say she "appeared briefly." The Passamaquoddy documents indicate how briefly. She seems to have made only four round trips to Saint John, passing east through the boundary port May 29, June 5, 13, and 19; west, June 1, 8, 15, and 22. The enrollment issued on the last date remained in force until it was surrendered in New York exactly a year later, indicating that she did not return to the international shuttle. What she was doing this year has not been learned in detail; but it is likely that she spent most of it working for the Government. She was reported at Boston July 8 as "ADMIRAL DUPONT (US), Wood, from a cruise," and she is mentioned as a chartered vessel in Official Records of the Union and Confederate Navies.

She was sold at New York late in November, 1864, to Nathaniel McCready, who enrolled her there on the 23rd as "ADMIRAL DUPONT of New York." In January she was officially readmeasured. Neither her new dimensions nor the documents which made them official have been found, but the loss is not serious, for we know from other sources that she lived only five months more.

She sailed from New York June 7,

1865, for Fortress Monroe. The fighting was over, and the score or more of soldiers returning from furlough who made up her passenger list must have been congratulating themselves on their survival. Even her crew of thirty, in view of the times and the season, may have thought of a run down to Hampton Roads as something of a pleasure cruise.

During the night she ran into fog --less welcome than in blockade-running days. At 4:20 A.M. on the 8th she was nosing through it at about eight knots, when a ship suddenly took form ahead. It was the British STADACONA. With helm hard over and sidewheels pounding full astern, ADMIRAL DUPONT skidded forward until the sailing vessel's bow crashed into her starboard side just forward of the paddlebox.

The steamer's foremast carried away at the impact, and she began to sink at once. Those of her passengers and crew who saved themselves did so by jumping to STADACONA's deck while the two were in contact. But 15 to 20 lost their lives when ADMIRAL DUPONT went down. The British ship, desperately injured herself, had ultimately to be run ashore to escape foundering.

While the story is certainly not without its gaps, the known facts about this opposition boat join snugly enough to establish the identity of ANGLIA and ADMIRAL DUPONT, and seemingly to rule out any possibility that she was ever DAWN. Where, then, did Bradlee pick up the name? A possible basis for his statement might be that she was given the name DAWN unofficially, as a disguise to trick United States consuls and secret agents abroad. But there are strong arguments against the supposition. The official papers referring to her capture and condemnation always use the name ANGLIA, never DAWN. Moreover, Bradlee himself knew about the capture of ANGLIA, which he recounted in another of his books, Blockade Running During the Civil War (Salem, 1925), without any suggestion that the ship in question was ever called DAWN.

GENERAL BANKS a SCOTIA, though not mentioned as an opposition boat in histories of the Saint John service, made at least one round trip over that route before ADMIRAL DUPONT was ready, sailing from Boston under an enrollment April 13, 1863, and from Passamaquoddy under a register the next day. She returned to Boston April 18. No further trips are indicated until May 28, when she cleared for Saint John direct, in command of a Captain Small.

No surrendered copy of the regis-

ter issued to her on that date--appar-ently her last United States document --is in the National Archives; though a half-legible note in a volume of abstracts seems to say the surrender was made December 26, 1866, upon sale to foreigners. Under normal conditions, this would mean that GENERAL BANKS finished out the war as a merchant ship under the United States flag.

But conditions were not normal in 1863, and she did no such thing. Instead, after perhaps pausing at Saint John, she paddled right on to Halifax, where the United States Consul reported her arrival under the ownership of Weir & Company, reputed Confederate agents. On June 27, he wired Secretary Seward that, under the new name FANNY AND JENNY, she had "cleared to-day for Bristol, West Indies. Probable destination Charleston or Wilmington."

So she returned to her old fly-by-night ways, and spent seven months more dodging the blockaders. Ironical-ly, she was finally cut down not by their guns but by those of her friends. Slinking into Wilmington, sometime be-fore February 15, 1864, she was mis-taken by the Confederate gunners for ROBERT E. LEE, which they knew to be in Federal hands. She was set afire and reportedly destroyed.

The smoke of her burning conceals her for six years. What happened to her during that time is a problem yet to be unsnarled. That she did not rust away below Fort Fisher is attested by the fact that from 1873 to 1894 (with one five-year gap) she was in the Underwriters' Registry of Iron Vessels and Lloyd's Register as the British FANNY AND JENNY, "late SCOTIA, late GEN-ERAL BANKS," official no. 42356, owned by A. J. Adderley of Nassau, N. P.

How soon she changed permanently to the British flag is not clear. The confusion is aggravated by the possi-bility that another SCOTIA passed through the prize courts of the United States. Some of this confusion may be reflected in the Underwriters' Regis-try listing, in 1870-71, of a schooner-rigged, screw steamer GENERAL BANKS, 101' x 28' x 13', built 1847 and owned by Whitney & Co. of New York. It had included no such steamer in the three previous years. In 1872, it listed a schooner-rigged FANNY AND JENNY, formerly GENERAL BANKS, built 1847, but gave her propulsion as sidewheel, her dimensions as 202' x 28.4' x 13.7'. No owner was named. Clearly, these entries referred to the same vessel as that which subsequently hailed from Nassau.

But their initial inaccuracies, coupled with the use of the name FANNY AND JEN-NY in the 1863 report and the obscuri-ty surrounding her last document, make it unsafe to conclude that the final flag change took place in 1872-73. It may have come years earlier (conceiv-ably on December 26, 1866), this being merely a typical instance of postwar records catching up with wartime facts.

Lloyd's Register drops FANNY AND JENNY, without explanation, from its 1894-95 volume. If she actually sur-vived to that date, her career was more than twice as long as that of ANGLIA b ADMIRAL DUPONT, and more than twice as replete with question marks for the modern student. Much work on her re-mains to be done before we have the full story of these two sisters of a rare breed, the foreign-built Ameri-can-documented steamer.

***Acknowledgment: Apart from the pub-lished sources named in the text, I am indebted to Erik Heyl, who generously let me use his extensive and detailed notes on ADMIRAL DUPONT; to John Loch-head and Marcus Price for equally liberal help, notably with GENERAL BANKS; to Forrest Holdcamper and John Nolen for expert aid in sifting out documents in the National Archives; to Alexander Crosby Brown for bringing to my atten-tion the report of ADMIRAL DUPONT's loss in Harper's Weekly, June 24, 1865; and to Clarence Rogers, authority on the eastern Canadian lines. I have also used Mr. Price's "Ships That Tested the Blockade of the Carolina Ports, 1861-1865" (American Neptune, 7/48). -CBM

ARTICLES: "Amateur Shipbuilder," Cst. H. E. Brownhill, Royal Canadian Mounted Police Quarterly, April, 1951. --JIG

"The Genesis of Submarine Cables," Lloyd Espenschied, Electrical Engineering, May, 1951, pp. 379-383. --JW

"Steamboating on the Ottawa," R. W. Shepherd, Lake of Two Mountains Gazette (Hudson Heights, Que.), 4/26/51.

TICONDEROGA JAMBOREE

We cannot go to press without a last-minute cheer for TICONDEROGA and all who made our Lake Champlain meeting (August 25-26) such a success--notably Capt. Alanson Fisher, his son and daughter, Capt. Martin and Purser Margaret, and General Manager Ralph Hill--SSHSA members all. Our Saturday cruise, dinner and Tracey Brooks' slides at West-port, N.Y., the moonlight sail back to Burlington after midnight, and the Sun-day trip to Ticonderoga (first since 1932) will not be easily forgotten.

EARLIER DAYS ON THE OTTAWA RIVER

By S. J. Jarvis

"Hurry up, Cabby; that's the first whistle! I'm afraid we'll be late!"

So Cabby galloped his horse along busy Sussex Street, and we reached the hill overlooking the Queen's Wharf just as EMPRESS appeared to be moving off. But keen-eyed, kind Captain Bowie, used to late-comers, delayed the action of the big paddle wheels, and we boarded the steamer safely by the stern gangway. The passengers on the crowded deck watched this close call with interest. Then, with the measured sweep of the propelling paddles and music from the 3-piece orchestra in the saloon, we were off to a good start for our day on the Ottawa River.

On excursion days there was always a good crowd of passengers, and the cry was, "Be sure and get your chair!" To hold it, you piled it high with your coat and picnic basket, and each picnic party collected its own group of chairs in a circle. Then you wandered the decks, finding many interests on board, on the river, and at the wharves, until the boat reached the wharf of your choice for a picnic. Montebello, with its Papineau Castle, was a favorite. Here one had three or four hours' stay before the return trip.

The river in those days was a busy place. There were long tows of lumber-laden barges, timber rafts and log booms being towed downstream, and many steam-boats. There was always fun at village wharves, watching the going and coming of local passengers and the loading and unloading of freight--sometimes of cattle strenuously objecting to the boat ride.

When EMPRESS reached Grenville, just above the rapids, passengers for Montreal were transferred to a quaint wide-gauge railroad to cover the portage of twelve miles to Carillon, whence another fine steamer carried them down the river and ran the Lachine Rapids through to Montreal. There it stopped alongside a larger palatial steamer and again transferred those who wanted a night trip by boat to Quebec City.

About 1:30 P. M., EMPRESS sailed for Ottawa. At the successive wharves, we picked up those jolly picnic parties who had gone ashore on the way



EMPRESS --Photos courtesy R.W. Shepherd

down. On board once again, the passengers often provided music and songs for the general entertainment, and occasionally there was dancing and the nostalgic notes of violin and harp.

Before docking at Ottawa, EMPRESS always turned in midstream, going upriver, past the site of the present Royal Alexandra Bridge, as far as Parliament Hill and giving her passengers a final grand panoramic view. On completion of this circle, we were again at the Queen's Wharf, with its bustling crowd, its cabmen soliciting fares, and its busmen calling the names of their hotels. Is there anything in present-day Ottawa to compare with such a wonderfully varied, enjoyable, and restful outing?

In those early years, the Upper Ottawa was busy with commerce similar to that of the Lower Ottawa; though here there was more lumbering business than passenger traffic. Many Ottawans still remember the excursions by the steamer G. B. GREENE from Britannia to Fitzroy Harbour and the Chats Falls.

But today the river is devoid of almost all commercial services. It is still there, but we have lost most of our chance to enjoy it. Many of us do not think that automobile or bus trips begin to compare for pleasure with the old-fashioned river trips.

For The Blue Pencil! Our apologies to everyone, and particularly to Tom Sandry, for bowdlerizing the first line of his June report (p. 46). The "VIC" in question was VICTORIA a PARTHIA, not PRINCESS VICTORIA.



An Excursion Party leaving Ottawa.

HAVE YOU ORDERED YOUR LYTLE LIST?

THE QUIET LIFE OF AN OLD-TIMER

By The Rev. F. C. St. Clair

For many years the old Goodrich Line played a very prominent part in port-to-port transportation on Lake Michigan. Founded in 1856 by Captain A.E. Goodrich, it began with the sidewheeler HURON, on the route between Milwaukee and Manitowoc. By 1880, it had a good number of steamers and routes between Chicago, Milwaukee, Green Bay ports, Escanaba, and Manistique--also shorter runs between Chicago and St. Joseph, and between Milwaukee, Ludington, and Manistee.

For this last route, Goodrich had built at Manitowoc in 1880 the propeller CITY OF LUDINGTON 125873, of 842 tons, and measuring 179.9' x 35.4' x 12'. She was launched in August, 1880, cost \$90,000, and had 44 staterooms. She received her interior decorations--whatever they may have been--in the spring of 1882, and the papers reported her cabin as now furnished in luxurious magnificence.

CITY OF LUDINGTON went into service in November, 1880, made one round trip between Milwaukee, Ludington, and Manistee, then went on the Milwaukee-Grand Haven route with the propellers MENOMINEE and DEPERE. Captain Goodrich had taken over this route by contract with the Detroit & Milwaukee Railway Company; but the sidewheeler CITY OF MILWAUKEE and the propellers MICHIGAN and WISCONSIN, which he was having built at Detroit, were not yet ready.

In 1881, CITY OF LUDINGTON went back to the Milwaukee - Ludington - Manistee run, taking alternate nights with Captain Cochrane's paddle John A. DIX. Definite competition began in 1882, when the Flint & Pere Marquette Railway put on its own propellers F. & P. M. NO. 1 and F. & P. M. NO. 2, to run between Ludington, its western terminus, and Milwaukee. There was not enough business for two lines, and in 1884 Cochrane put JOHN A. DIX into the excursion business at Chicago.

Captain Goodrich did not give up so easily. In 1884 he put DEPERE on his line as running-mate to CITY OF LUDINGTON. Though he lost the mail contract to the F. & P. M. that same year, he kept his two propellers on the route, and ran CITY OF LUDINGTON alone, apparently, through the winter months. She was frozen in the ice for several weeks off Ludington one winter.

The competition continued until May 30, 1887. Then the Goodrich Transportation Company abandoned the route, putting CITY OF LUDINGTON on the Chicago-Grand Haven run (Muskegon was added as a stop in 1889); MENOMINEE and DEPERE on the Chicago and West Shore route. There was normally some changing



CITY OF LUDINGTON

--Author's photo

around of steamers for winter service, and CITY OF LUDINGTON was heavily built for use in ice. Hence, she was shifted, late in 1889, to the Chicago-Escanaba run. On November 29, her machinery broke down and she stranded and later partly sank, after drifting ashore at Eagle Bluff on an island in the harbor of Ephraim, Wisconsin.

There she stayed all that winter, drifted in with snow and ice until she must have looked like just another iceberg. With the spring thaw, Goodrich had her hauled off the rocks and taken to Manitowoc for a thorough rebuild. She was drydocked, the water was pumped out, and then--and not until then--a rock weighing several hundred pounds dropped out of a hole in her bottom which it had been plugging. Had it dropped out before, she would have gone to the bottom in five minutes!

Rebuilding was finished in July, 1890, at a cost of \$25,000. Later that month, she began making one round trip a week between Chicago, Milwaukee, in-

termediate ports, and Manistique, then a prominent lumber-shipping port. She stayed on this run apparently through 1897. That September it was announced that she would be lengthened fifteen feet at the stern, and would be given a new boiler and engine (to make her speed fifteen miles an hour) and ten additional staterooms on the cabin deck. The sidewheel SHEBOYGAN would take over the Manistique route, and the rebuilt CITY OF LUDINGTON would run between Chicago and Green Bay.

When this work was completed in the spring of 1898, she was rechristened GEORGIA, to fit the current nomenclature of the line. Her new boiler measured 14' x 11'; her engine, 21"-44" x 36". She now had 46 staterooms on the cabin deck and four in the tex-as, as well as a new entrance lobby finished in birch. She was a completely modern steamer except for one thing: she still had her old wooden arches towering into the air. Captain Edward Carus, who supervised the work for A.W. Goodrich, managing owner, suggested many things in connection with the remodeling. Mr. Goodrich, he said, approved all except doing away with the arches. He wouldn't spend the additional \$5000 it would have cost. But it would have been a good move, for GEORGIA was used thereafter as the yacht of the Goodrich Line for long cruises. The arches were much in the way of passengers.

GEORGIA was announced in 1898 to run from Chicago to Green Bay. In 1899 she extended her route to Mackinac Island, and continued running there from Chicago, with varying stops on the way, for at least fifteen years. In 1908, on my first vacation, I took her to Mackinac Island. She left Chicago at eight P.M. Saturday, stopped at Manitowoc two hours Sunday morning, and arrived at Mackinac Island a little after midnight on Monday.

She was a pretty little steamer--ivory-painted cabin, good staterooms, not much motion except forward. The dining room was between the rows of staterooms in the forward part of the main cabin, folding tables being opened up athwartships to seat about ten passengers each. The top deck was a pleasant place to sit, but the arches made moving around a little difficult. It was a very pleasant trip.

Her bow had been housed in up to the top deck when she was remodeled in 1898, for crew quarters. In 1909, an upper cabin

was added, running from the arches to the stern, to give her a few more staterooms. Later on, newer, larger steamers took over the Mackinac run, and GEORGIA plied chiefly Chicago-Sturgeon Bay-Green Bay, on what was mostly a freight run. She was getting old. Freight business was even then going to the trucks.

Now the Crosby Transportation Co., serving CITY OF LUDINGTON's old Milwaukee-Grand Haven route (but going on to Muskegon) was running short of steamers. NYACK burned in 1915, leaving only E.G. CROSBY a WISCONSIN. It had to charter steamers till it bought HOLLAND a CITY OF MILWAUKEE from Goodrich in 1917. The Government took E. G. CROSBY in 1918. In 1919, HOLLAND became MUSKEGON and was lost off Muskegon. Crosby then bought GEORGIA and ran her, mostly alone, until 1925. That March, all Crosby ships were seized by the Central Trust Co. of Chicago on foreclosure. They were sold May 7 to Leroy Woodland, representing the Trust Company, for \$175,000.

The new owners organized the Wisconsin & Michigan Transportation Co. for the same route: Milwaukee-Grand Haven-Muskegon. Their flagship was E.G. CROSBY a CITY OF SOUTH HAVEN b CITY OF MIAMI--fast, large, and costly. Crosby had laid her up except in summer, and run GEORGIA in her place. In November, 1925, the W. & M. T. Co. laid GEORGIA up at a Sturgeon Bay yard. There were vague plans to rebuilt, but doubts whether she was worth the \$50,000 outlay. She lay there until, in January, 1927, it was announced she would be dismantled.

I saw her in the summer of 1929, looking about normal in structure but lying offshore sunk until it seemed the main deck aft was under water. In October, 1932, it was reported she would become part of a dock at Big Summer Island, Michigan. I doubt that this was done. A few years later, she had disappeared from the boneyard at Sturgeon Bay. So passed another old steamer that outlived her own usefulness.



GEORGIA a CITY OF LUDINGTON

--Author's photo

West Coast

Robert W. Parkinson, Editor
3051 Shattuck Ave., Berkeley, Cal.

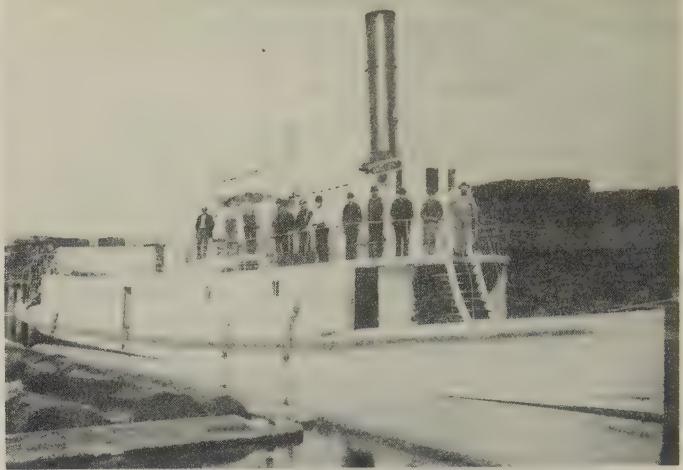
Up at Samoa on Humboldt Bay, a fire of unknown origin on May 13 destroyed the abandoned sternwheeler ANTELOPE 207031. She had been built at Samoa in 1909 to ferry workmen at the lumber mill there to their homes in Eureka, as well as to carry freight to all bay points, and an occasional picnic excursion to New Era Park on the Samoa Peninsula. Her owners have been the Vance Redwood Lumber Co., the Hammond Lumber Co. (as it is now called), and the Coggeshall Launch Co., who ran her until 1946. At the end of a sawmill strike of almost two years' duration, her work was taken over by launches, and she was run ashore to rot a stone's throw from where she was built.

The first Humboldt Bay steamboat was GLIDE, a sternwheeler of about 25 tons, built by Ezra Burbank and owned by J. P. Allen of Eureka, launched on the evening of June 14, 1854, and intended to start plying between the towns on the bay in early July. At least eleven others followed. LAURA ELLEN, built 1862 in Sacramento, somehow made the 221 miles up the coast, and was running in 1866 or earlier.

South of Humboldt Bay lies the mouth of the Eel River. An active trade seems to have grown up there and small craft connected Eureka with the small landings in the rivermouth. Whether some of the sternwheelers plied regularly or occasionally on this outside run, or whether they made the trip down to go into local service in the estuary is not known; but LAURA ELLEN sank in the mouth of the Eel in 1869.

ADA was built at Eureka in 1874 and dismantled in 1905. POCO TIEMPO, built 1863 at San Francisco, was running in 1877 and was broken up in 1889. ALTA, built 1878 at Fairhaven, was abandoned in 1904. EDITH was built 1881 at Port Kenyon on the Eel and washed ashore by breakers at the mouth of that river May 22, 1884, a total loss. ANNIE, 1883, Eureka, saw some 10 years of service. ELLEN, 1885, and PHOENIX, 1888, were both built at Fairhaven, and went to San Francisco in 1901 and 1900.

Enrolled on November 10, 1888, was the large, fast, and graceful ANTELOPE, 106573, 95' x 21' x 5.5', 155.39 gross, 82.57 net tons. Until dismantled December 31, 1909, she was owned by John Vance, the Eureka & Klamath River RR., and the Vance Redwood Lumber Company. On that same day was enrolled her successor of the same name, driven by the



ANTELOPE 106573. For view of 207031, see SB, iii:327. --Courtesy Carl Christensen

same engines, built 1888 at Eureka.

Two other sternwheelers were ONEATTA and WEITCHPEC. The latter was built 1904 at Fairhaven. Later used on the Sacramento, she was destroyed two miles below Sacramento May 11, 1909, by what was reported as a boiler explosion, with loss of one life.

In histories of the Northwestern Pacific Railroad, chapters are given to the history of the San Francisco Bay ferryboats of that line and its predecessors; but seldom is there mention of those of the predecessor lines at the Humboldt Bay end of the route. As these lines were built or controlled by the lumber companies, we also find that some of these boats were owned at times by the lumber companies and at times by the railroads. The following boats were at some time railroad-owned: ANTELOPE 106573 Eureka & Klamath River ADA same

ALTA Arcata & Mad River RR. (independent); California & Northern Ry.

KENOKU MARU, freed from the rocky beach near Stewarts Point, is now in shipyard. LUMBERLADY a COTTONPLANT b F. A. WARNER c LUMBERMAN, built 1919 by Great Lakes Engineering Works, Ecorse, Michigan, also went aground on the Redwood Coast, but only for a few hours. PETALUMA, who spent her entire life on the San Francisco-Petaluma run, has been taken to Sacramento to serve as a floating workshop for The River Lines. DELTA KING is still at the Fulton yard, Antioch. The San Francisco Maritime Museum includes excellent displays of steam schooner pictures by Carl Christensen and San Francisco ferryboat pictures by Kenneth Clyde Jenkins.

WEST COAST (Pacific Northwest), T. E. Sandry, Editor, 4232 Eastern Avenue, Seattle, Washington

Puget Sound is looking forward to resumption of pre-war liner service with Japan in October. James Griffiths & Sons, Seattle, have been named temporary agents for the new service by N. Y. K. Three vessels have been named: ENKEI MARU, EITAKU MARU, and EIRYAKU MARU, each 11,000 tons, built in 1944. They are single-screw turbine, with 5 hatches.

Back in 1896, the founder of the agency firm, Capt. James Griffiths, was the key man in securing this Japanese ship line, in connection with the Great Northern Ry. Connection of the two great transportation services through the Seattle gateway was a milestone in the progress of this young area. The first vessel to arrive in 1896 was MIKE MARU. A public holiday was declared in honor of the occasion, and practically the entire citizenry turned out to meet the ship, a brass band blaring a stirring march written for the occasion. Local dignitaries rode a fireboat to meet the vessel.

Probably the resumption of service will be honored with special welcoming ceremonies--marking, as it will, the start of the 46th year of mutually beneficial sea trade with Japan.

In a serious collision August 7, Pope & Talbot's P. & T. ADVENTURER a ST. CLOUD VICTORY and Keystone Tankers' TULLAHOMA came together in patch-fog 43 miles south of Cape Flattery, killing one tankerman. The P. & T. ship had her lower bows folded back about 18' and the tanker had a great hole clear down her side just forward of the after house, flooding her engine room, but causing no loss in her load of South American crude oil. Inbound for Vancouver, B. C., the tanker was towed by the P. & T. ship until the Coast Guard Cutters NAUGATUCK and WHITE-BUSH took over. P. & T. ADVENTURER proceeded safely to Portland for repairs. TULLAHOMA will be repaired in Vancouver, B. C.

Almost simultaneously, word came from the British Columbia coast that the Tacoma tug MACLOUFAY had rammed and sunk the Seattle tug ANDREW FOSS in Grenville Channel, 135 miles south of Ketchikan, in heavy weather. MACLOUFAY was running light; ANDREW FOSS, returning to Puget Sound with an empty scow. Charles Farrimond, cook, was lost as ANDREW FOSS settled in deep water. MACLOUFAY picked up the rest of

the crew and took the barge in tow for Seattle. ANDREW FOSS a LT.GEO.M.HARRIS, USQMC, was built 1905 in Seattle and was well known here. MACLOUFAY, a "Mikimiki" type towboat, is owned by Alaska Ship Lines, Inc. Built 1943 in Aberdeen, Wash., of 283 tons, she was 2d-place boat in the 1951 Maritime Day towboat race. The sunken vessel was owned by the Foss Launch & Tug Co., Seattle.

Gone, too, is the Belgian freighter RUBENS, which lately caught fire off Japan on a charter trip from Long Beach, Cal., to Yokohama, and had to be run aground. Next day, while trying to tow the refloated ship to port, tugs poured in water, which swelled her cargo of soya beans, opening her seams. This was successful in putting out the fire--but the patient died! All hands were saved.

The hulk of the 373' Great Lakes steamer WM. F. FITCH 81807 was towed out of Portland recently, for Southern California. Sold by Zidell Mach'y & Supply Co., she is going to an undisclosed buyer for an unknown purpose, though presumably for scrapping. Shaver Transportation Company's sternwheeler HENDERSON towed the FITCH to Astoria.

As a climax to Seattle's Seafair, the hulk of the old diesel ADVANCE 107469, formerly a steamer of the same name, was burned in Seattle Harbor. Built 1899 as a passenger steamer in Poulsbo, Wash., she was in later years cut down to a tug, still later to be set aside to make way for more modern vessels. Lately, only her badly hogged and rotted hull remained, and she was selected as "King Neptune's flagship," to be plundered and burned by "Davy Jones and his Pirates" the evening of August 11. The villains did their job well, and the old ship's funeral pyre was a memorable sight. (Behind the scenes, we must thank the Marine Digest boys for making the show a success.)



ADVANCE as a Passenger Steamer
--Marine Digest Photo

Inland Rivers

On June 21, the Federal Barge Lines towboat MINNESOTA, one of the largest steamers on the inland rivers, was coming down the Missouri on a rising river when a heavy set of current slued her stern against a bridge pier at Mile 340. In sinking condition, she was beached near Sibley, Mo., settling to the bottom after all her crew were safe. She and her near sisters ILLINOIS, IOWA, and MISSOURI, were built in 1921 at Stillwater, Minn. Originally sternwheelers, they were converted in the thirties to tunnel-stern screw boats.

Southward, at Mile 108, Mississippi River, the Patton-Tully diesel towboat DAN QUINN collided head-on with the ocean tanker MORRIS HESS at 10:30 A.M., July 5, sinking at once in 28 feet of water. Of her crew of 9 only 4 came to the surface. Successor to a sternwheel steam towboat of the same name, she was bound from Charleston, W.Va., to Texas City, Tex., with 2 empty barges. Raised July 7, she is being repaired. The HESS was not much hurt.

Despite hell and high water--and the Mississippi-Missouri area has had enough of both lately--GORDON C. GREENE has gone her serene way this summer. After a St. Louis-Hannibal opener, June 23-25, she launched into her series of nine-day summer trips to St. Paul. Returning from the first, July 4, she managed to squeeze under the bridges to St. Louis; but, by the end of the second, the stage was too high, and she had to tie up at Alton July 18 and 27, shuttling her passengers between there and the home port by bus.

ADMIRAL, giant St. Louis excursion steamer, carried on throughout the flood, even though the busses to her wharf were off almost a month.

The excursion steamer AVALON a IDLEWILD tramped the lower Ohio in July and the Mississippi beginning the 31st. In Louisville, July 20, she was haled into police court for smoking too much!

U. S. Steel's sternwheel steamer HOMESTEAD, which has won twice and tied once in Pittsburgh's towboat races, was first boat through the new Monongahela River Lock No. 2, Braddock, Pa., June 1.

The Ohio Barge Line steamer CITY OF PITTSBURGH 226202 was decommissioned July 1, to become a wharfboat.

Some recent statistics are of interest. In 1949, 59,322,908 tons were shipped on the Mississippi, almost half again the 1946 tonnage and almost twice



DELTA QUEEN and GORDON C. GREENE, June 14, at Cincinnati --Photo by C.H.Luffbarry

that of 1940. As of December 31, 1950, there were 1489 towboats on the Mississippi system and Intracoastal Waterway. In the first third of 1951, inland yards added to this 7 towboats and 7 tugs.

Among the latest diesel towboats (new steam tonnage is unheard-of now!) are AETNA-LOUISVILLE, Ashland Oil, 5000 hp.; BULL DURHAM, Bull, 1200; CHARLES ZUBIK, Zubik, 1800; CITY OF JOLIET, ABL, 1200; JOAN E., Texas Towing, 2500; KISHWAUKEE, Smith Oil, 1600; LADY REE, Queen City Towing, 1800; MANCO, Marine Transit, 1150; MEANDER, Minneapolis Dredging, 350; QUIVER, Chicago & Ill. Midland Ry., 400; REBEL WARRIOR, Black Warrior Towing, 700.

ARTHUR J. DYER (not ART, as on p. 39) was delivered to the Ingram Products Co. Aug. 2 at Paducah, with considerable ceremony. One thousandth craft built by the Nashville Bridge Co., the 124' diesel was personally brought two hundred miles down the Cumberland by company president Capt. Harry B. Dyer.

Two towboats which have recently changed owners and names are KANSAS CITY SOCONY, now A. V. CRISS, JR., of the Atlas Towing Co., and JOHNNY WALKER, now LIBERTY of the Union Barge Line. The steamer J. H. HILLMAN is also reportedly sold and due for a new name.

Capt. Jesse P. Hughes, who, after more than half a century of Greene Line service, as pilot and company official, retired from DELTA QUEEN's pilot house early this year, will be sadly missed.

Two steamboating ladies were honored July 12 when a surprise birthday party was given Mrs. Betty Barkhau and Mrs. Mary Lou Brasher of DELTA QUEEN. Mrs. Barkhau is mother of Captain Roy, SSHSA member and Greene Line officer.

SSHSA member C.E. Palmer, associate dean, University of Illinois, was written up in the Ashland Oil Log for May.

Great Lakes

Chicago has lost her last excursion steamer. CITY OF GRAND RAPIDS (see "Pilot House"), built 1912 for the Graham & Morton Transportation Co., later taken over by the Goodrich Transit Co., was sold May 23 by Referee in Bankruptcy Wallace Street for her last owners, Cleveland & Buffalo SS. Co., to a Chicago scrap firm. Built for Chicago-Holland service, she later ran Chicago-Muskegon. Recently she has carried excursions between Chicago and South Haven, St. Joseph-Benton Harbor, and--in 1950--Michigan City. She still has her staterooms and 360 berths. Ironically, in the month of her passing, Colliers ran a cover painting (5/26/51) entitled "Chicago--Michigan at Wacker," showing an excursion boat, apparently "inspired" by CITY OF GRAND RAPIDS, above the Michigan Avenue Bridge.

New service between the Lakes and the Mediterranean began with arrival of KOLIBRYN in Detroit July 31, with olives, wines, and other products. She will run regularly as far as Chicago. VESLEFJELL, new Fjell Line motorship, was due in Cleveland July 30 on her maiden trip from London, Antwerp, and Rotterdam.

The former U.S. Engineer tug CUMBERLAND has received a diesel engine and been renamed JOHN ROEN V. In a recent trial she made over 19 mph. She belongs to Roen SS. Co., Sturgeon Bay.

The new 640' ore carrier building for Pioneer SS. Co. at Bay City will be named for the late Capt. Charles L. Hutchinson, who founded the company 51 years ago. The present CHARLES L. HUTCHINSON a SIR TREVOR DAWSON was rechristened GENE C. HUTCHINSON July 25 by Mrs. Gene C. Hutchinson at Cleveland.

Great Lakes vessels are moving much ore: 41,820,944 tons to July 21 as against 30,708,952 tons a year before.

The Canadian SCOTT MISENER left Port Arthur July 19 with 650,613 bushels of wheat, breaking her own record for the third consecutive trip.

The Dutch PRINS WILLEM IV, PRINS WILLEM V, PRINS FREDERIK HENDRIK, and PRINS WILLEM III will bring bulbs from Rotterdam to the Great Lakes in August.

FRED G. HARTWELL has been renamed MATTHEW ANDREWS in memory of a former chairman of the Hanna organization.

The former Detroit & Windsor ferry LASALLE is being scrapped at Cleveland. She and her sister CADILLAC, put out of service by the Ambassador Bridge, were Coast Guard cutters during the war. Both were bought in 1947 by the Cleveland-Canada SS. Co., CADILLAC becoming for a time a Cleveland-Erieau (Ont.) excursion boat. LASALLE was never converted for Cleveland-Cedar Point service, as planned. CADILLAC and the former ferry BRITANNIA are now owned by the T. J. McCarthy SS. Co. of Detroit.

PUT-IN-BAY of the Ashley & Dustin Steamer Line, N.M. Constans, president, is running this year from Detroit to Put-in-Bay, to Cedar Point, and to Port Huron. She is now an honorary yacht of

Rev. Canon F. C. St. Clair, Editor 514 N. Eighth St., Manitowoc, Wis. CITY OF GRAND RAPIDS (see "Pilot House"), built 1912 for the Graham & Morton Transportation Co., later taken over by the Goodrich Transit Co., was sold May 23 by Referee in Bankruptcy Wallace Street for her last owners, Cleveland & Buffalo SS. Co., to a Chicago scrap firm. Built for Chicago-Holland service, she later ran Chicago-Muskegon. Recently she has carried excursions between Chicago and South Haven, St. Joseph-Benton Harbor, and--in 1950--Michigan City. She still has her staterooms and 360 berths. Ironically, in the month of her passing, Colliers ran a cover painting (5/26/51) entitled "Chicago--Michigan at Wacker," showing an excursion boat, apparently "inspired" by CITY OF GRAND RAPIDS, above the Michigan Avenue Bridge.

the SSHSA, having carried our members, with their hosts the Marine Historical Society of Detroit, on her gala season-opener to Port Huron, June 23.

The next day STE. CLAIRE of Brownings Bob-Lo Line joined our "fleet," when she carried us to Bob-Lo and back.

Years ago, 21 different cruise ships landed each week at Mackinac I. Now there are only NORTH AMERICAN and SOUTH AMERICAN, running from Buffalo, respectively, to Chicago and Duluth.

CLIFFS VICTORY, which is breaking speed records right and left in the ore trade, strutted her stuff twice for the SSHSA--passing PUT-IN-BAY southbound in the St. Clair River Saturday and coming up light to interrupt our Bob-Lo session Sunday. She has reportedly had to be slowed in the rivers to keep her wash from wrecking shore structures.

Five tiny diesels serve the Erie Islands. CHALLENGER and COMMUTER ply Sandusky-Kelley's Island-Middle Bass-South Bass (Put-in-Bay), for the Neuman Line. Also running Sandusky-Kelley's Island is WELCOME, belonging to our own Captain F.E. Hamilton, under the name of Kelley Island Boat Co. Similar to the Neuman boats are the Miller Line's SOUTH SHORE and WEST SHORE, which ply Middle Bass-South Bass-Catawba Island.

PELEE, Canadian steamer built 1914 at Collingwood and resembling the former Maine Central boats MOOSEHEAD and RANGELEY, is again carrying passengers, autos, mail, and freight between Sandusky and Kingsville or Leamington (alternate days), stopping en route at Pelee I. Her whistle is deep as an ocean liner's. --Above two items, HC, Jr

After rusting through more than two idle years at Kingston, Ont., under the care of SSHSA member J.D. Calvin, Canada SS. agent at that port, RAPIDS PRINCE, last of the St. Lawrence rapids boats, is being scrapped. --CBM

C Q D	Will buy copies of <u>Steamboat Bill</u> , Nos. 1-16, inclusive, and 18; SSHSA Reprint No. 1. Victor C. Darnell, Mooreland Hill Road, Kensington, Conn.
Exchange	

Atlantic Seaboard

Many readers will remember the steel-hull passenger propeller BELLE ISLAND 224714, built 1925 at Newburgh, N. Y., for Drake & Son's New York-Roton Point excursion service. Sold in 1943 to the Quartermaster Corps and renamed b COL. JAMES A. MOSS, she is now c MARIA DE LOURDES of Sao Paolo, Brazil. --JLL

SANDY HOOK, 62-year-old veteran of the New York-Atlantic Highlands run, broke her shaft July 4 (fifth day of her season) and has reportedly been out of the running ever since. After an 11-day suspension, service was resumed by Meseck's AMERICANA, connecting with busses for Monmouth Park.

Thus deprived of her running-mate, JOHN A. MESECK a NAUSHON had to handle the line's Jersey City-New York-Rye Beach-Bridgeport service alone.

Regulars of the Keansburg boats--or boat, since CITY OF NEW YORK climbed a-

shore last November--may draw their own conclusions from this news item sent by Paul Cavicchia. Direct bus service between New York's Port Authority terminal and the North Jersey shore area between Keansburg and Long Branch was instituted July 14 by "a division of the New York & Keansburg Steamboat Co.," to operate year-round.

The diesel MANHATTAN a ELECTRONIC b NORTH HAVEN runs thrice daily around Manhattan, without the off-schedule Newark-Coney Island trips of recent seasons. No passenger service operates on the Passaic River this year.

Besides the new triple-deckers, PVT. JOSEPH F. MERRELL, CORNELIUS G. KOLFF, and VERRAZZANO, six double-deckers are serving the Staten Island ferry: GOLD STAR MOTHER, MARY MURRAY, MISS NEW YORK, DONGAN HILLS, KNICKERBOCKER, and TOMPKINSVILLE. Six boats maintain rush-hour service, allowing for one in drydock and two spares.

MAYOR GAYNOR, smallest of the fleet, has been sold for scrapping, and left St. George for Baltimore behind the tug PAULINE MORAN June 27. Two others, PRESIDENT ROOSEVELT and AMERICAN LEGION, have been laid aside--last runs June 13 and March 7, respectively. (This and all S.I. items from B.C. Betancourt)

Electric Ferries' THE NARROWS embarrassed the Brooklyn & Richmond Ferry Co. one July Saturday by breaking her lines, easing out of her Bay Ridge slip, and going for an unattended cruise. Her diesels had been started to warm up; but

Harry Cotterell, Jr., Editor
36 Alexander St., Newark 6, N.J.



BELLE ISLAND, June 24, 1939

--Graham Marine Photo

instead of pushing against the float-bridge she was put in "forward" position. The engineer and oiler, only crewmen aboard, were busy and did not know they were adrift. The ferry E.G. DIEFENBACH hurriedly put out from Bay Ridge and got a "boarding party" on her before any damage had been done.

Though 3 boats were enough to work the Brooklyn & Richmond route August 4, Sunday the 5th was such a beautiful day that Electric Ferries had to use seven boats--E.G. DIEFENBACH, GOTHAM, HAMILTON, HUDSON, ST. GEORGE, THE NARROWS, and THE TIDES--departures being about 5 minutes apart. This left them with no spare.

The Wilson Line has made 2 schedule changes this year. DELAWARE BELLE sails each morning from Allegheny Ave. --a new landing above the Philadelphia bridge--to Riverview Beach, cruises to the head of Delaware Bay, returns to the city in late afternoon, and ends with a nonstop moonlight. CITY OF WASHINGTON lies overnight in the Christiana River at Wilmington, and runs two trips to Philadelphia daily, one going to Allegheny Ave. PILGRIM BELLE a BRANDYWINE runs two Riverview Beach trips from Chestnut St., Philadelphia, daily.

On August 16, the ICC granted the Philadelphia & Camden Ferry Co. permission to close down. BRIDGETON, SALEM, and HADDONFIELD were working July 1.

The Chester-Bridgeport Ferry continues very busy, with LACKAWANNA a WOODBURY (their only double-decker), CAPE MAY (only one with radar), CHESTER

a GENERAL SUMNER, DELAWARE a JOHN H. SULLIVAN, and PENN-JERSEY a CAMDEN.

Tugs MERCURY and TROJAN took the ferry NEWARK (see p.51) to the Baltimore shipbreakers, August 20, coming back next day for ATLANTIC CITY a DELAWARE, 1914 double-ender which has ferried Du Pont workers Wilmington-Deepwater Pt., N.J.

ATLANTIC SEABOARD (New England-Canada), Doris V. Green, Editor, 126 Broad Street, Groton, Connecticut

Chalk off another steamboat and add her name to Davy Jones' fleet list. Shortly before midnight August 7, the propeller PARK CITY, built 1898 at Port Jefferson, N.Y., had her hull stove by a piece of floating timber while towing a barge off Point Pleasant, N.J. Despite all efforts to keep her afloat until an inlet could be reached, she turned turtle. Of 16 aboard, including a baby, all but two were saved.

Laid up after half a century of Bridgeport-Port Jefferson service, and replaced by CATSKILL, PARK CITY was recently sold to a Capt. Handy and associates for towing in the Gulf of Mexico. She had been cut down at Perth Amboy before her ill-fated voyage south.

Did she carry that huge gilded pilot house eagle to the bottom? --HC

PEMAQUID opened the season on the Connecticut River, running between Middletown and Long Island Sound June 15-27. Next day she returned to her old New London-Block Island run. The original plan was to leave PEMAQUID on the river all summer and run CALVERT to Block Island. Next CALVERT was scheduled for the Connecticut. Finally, the impossibility of procuring a pilot for CALVERT forced Sound Steamship Lines to give up the river run entirely.

NEW BEDFORD started Providence-Block Island service the last of June, and RANGER made a daily round trip from Newport to the Island. YANKEE ran from Point Judith.

ISLANDER a HEMPSTEAD, tied up more than a year in the Thames, was sold to a Baltimore concern and left for Baltimore June 6, towed by MOIRA MORAN. Her final disposition is not definite.

In heavy fog August 10 MYSTIC ISLE and ORIENT collided almost head-on off Eastern Point, Groton. There were no casualties, and they docked under their own power. Neither will be allowed to run pending investigation.

NANTASKET a NEWBURGH went aground in thick fog August 12 on Peddock's Island, very near where she grounded last year. While numerous small craft stood by, the cutter OJIBWA transferred the 827 passengers to other Coast Guard vessels, which took them to Pemberton to await transportation back to Boston. NANTASKET was pulled off at half tide by a police boat and a tug, and proceeded to Pemberton under her own power.

On August 18 Portsmouth, N.H. welcomed the largest tug in its history--the 100' SOCONY 5, purchased by the Portsmouth Navigation & Steamship Co. She will be renamed.

The retired tug PORTLAND, beached at an inlet east of Portland on Route 1, is being made into a dining place.

Maine's active passenger steamers seem likely to be reduced to three, with the retirement of Casco Bay Lines' MAQUOIT, whose boilers have been condemned. The survivors are AUCOCISCO, TOURIST, and SABINO of the same line.

Its 71-year-old diesel EMITA ran aground in fog August 10, just before entering the Peaks Island slip. Her 35 passengers were taken off by TOURIST. Pulled free by two Coast Guard boats, EMITA returned to service undamaged.

On the Penobscot, the diesel double-ender GOV. BRANN makes nine round trips daily between Dark Harbor and Lincolnville Beach, and HIPPOCAMPUS makes a daily round trip Castine-Belfast, except on Sundays. BALMY DAYS runs Boothbay Harbor-Monhegan daily.

After a year of preparation, the 117' blue-and-white LADY LATOUR was placed on the Saint John River this summer, making two Saint John-Fredericton trips a week, as well as special cruises, excursions, and moonlights. Capable of sleeping 20, she is driven



MAQUOIT at Portland, July 28, 1946

--Photo by CBM

by twin diesels at sustained speeds up to 12 knots, making her the fastest cruise ship ever to travel the route.

Successor to GRAND MANAN (steam) and GRAND MANAN II (diesel), Saint John Marine Transports' handsome diesel ex-yacht GRAND MANAN III a ARCADIA, maintains regular service between Saint John, North Head (Grand Manan), Wilson Beach (Campobello), and Saint Andrews. The same line operates the diesel MO-HAWK II in freight service to Yarmouth.

ATLANTIC SEABOARD (Chesapeake Bay and South), John L. Lochhead, Editor, Mariners' Museum, Newport News, Virginia

VIRGINIA, almost 50 years a C. & O. ferry (single-ended) between Newport News and Norfolk, left July 3 in tow of SOPHIA for Bethlehem's Fairfield yard at Baltimore. She had been idle in her Newport News slip since September, 1949. Though sold "for service," she will probably not escape the junk heap.

Full Little Creek-Kiptopeke ferry service reopened July 10 after an 18-day strike, during which 2 to 8 daily round trips replaced the usual 25.

ACCOMAC a VIRGINIA LEE b HOLIDAY made her first trip as an auto ferry on the Little Creek-Kiptopeke run August 31. Bought by the Wilson Line for transfer to the Virginia Ferry Corp., she made excursions on Hampton Roads and the James before entering the Newport News shipyard for conversion. She carries 70 passenger cars--no trucks. The Virginian Pilot says, "the company hopes to advertise for bids to build its new \$3,000,000 ferry" in September.

QUEEN OF BERMUDA called at Norfolk May 26 to embark cruise passengers.

Local passenger service between Old Point Comfort and Norfolk was discontinued in May by the Old Bay Line.

In June, plans to revive the New York-Norfolk route with EVANGELINE almost materialized. The Eastern Steamship Lines had a crew assigned for the run; but shippers did not come forward with the necessary freight. Shortly afterwards, the seamen's strike and the subsequent increase in wages made resumption of the service impractical.

Resumption of the Savannah-New York run by the Seatrain Line moved nearer June 21, when the company requested ICC approval for restoration of service not later than August 11.

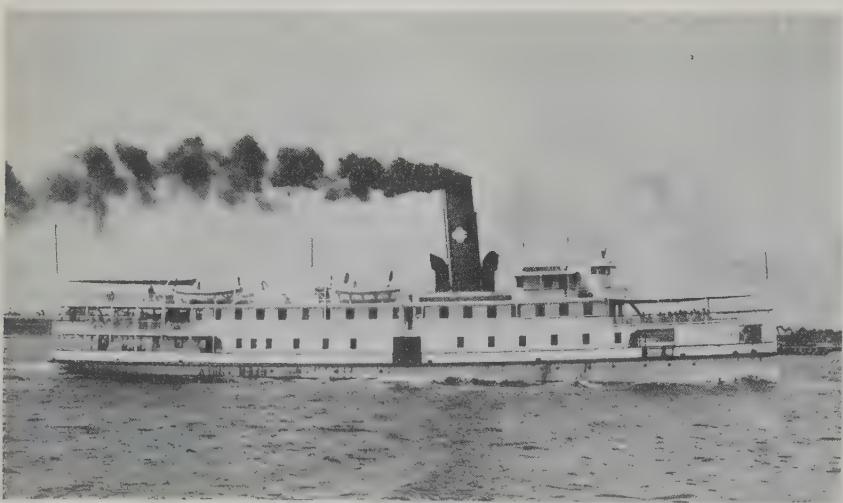
The lately motorized OCEAN CITY cuts several minutes from the Boat Harbor-Pine Beach run, but suffers from the shakes. Stability requirements prevent loading trucks on her outside lanes. The crew of the diesel-electric ferry SEAWELLS POINT a GRENVILLE KANE have already nicknamed their recently-acquired charge "Jumping Mullet."

The Virginia Highway Department has bought the diesel-electric ferry JAMESTOWN a CHARLES W. CULKIN. Perhaps there is apprehension about impending inspections of the paddlers CITY OF RICHMOND and CHESAPEAKE. The latter appeared more picturesque than usual in late June, when smoke began to issue through rust holes in her stack.

Difficulties in converting the steam tug LOUISVILLE to diesel kept her from resuming service in May. In August the 78-year-old MEMPHIS was still placidly steaming about the harbor, awaiting rejuvenation of her running-mate.

The 89' Curtiss Bay tug HELEN, one of the few remaining steam tugs in their Norfolk fleet, sank in the Elizabeth River channel near the N. & W. Lamber's Point Terminal May 12, after colliding with the tug FAIRWILL. Two days later the collier THOMAS TRACY and the USS VALCOUR were in serious collision in Chesapeake Bay. Though both stayed afloat, there were casualties on VALCOUR. On May 20, to complete the triad, the collier CONCORD collided with WIDEAWAKE off the Virginia Capes, her anchor ripping a 45' gash in WIDEAWAKE, above the waterline.

The only change in the Baltimore excursion routine this year was in points of departure--made because the City has torn down the Light Street piers and is filling in the area for a parking lot. Tolchester Line's TOLCHESTER now uses Pier 5,



VIRGINIA, June 20, 1934
--Graham Marine Photo

Pratt Street; Wilson's BAY BELLE, the pier at the foot of Broadway.

MOUNT VERNON ran as usual from Washington to Mt. Vernon; but ROBERT E. LEE a DORCHESTER was idle.

The ex-Eastern freighter FALMOUTH a LAKE FLORAVISTA, renamed c PINTA and

now MIGET (Panamanian), calls here regularly for West Indies coal cargoes.

SAN FRANCISCO a SOUTH BEND b J.L. LUCKENBACH, long tied up at Baltimore by litigation over her conversion to an emigrant carrier, has been sold to India and renamed DIPONEGORO.

High Seas

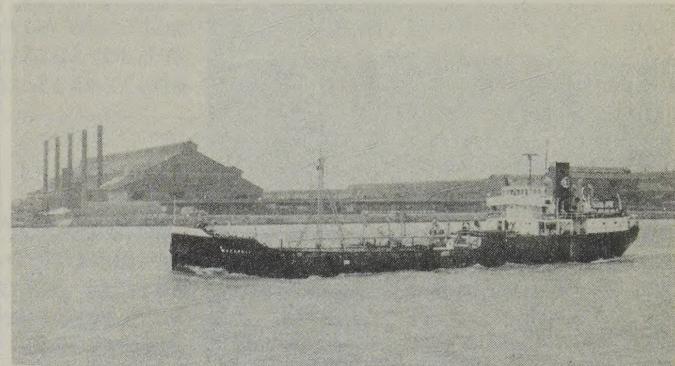
Passenger Liner Notes: The super-liner UNITED STATES was floated at Newport News June 23. The first quadruple-screw passenger ship built in the United States, she is 900' long and will register over 50,000 tons. With her, America hopes to return the Blue Ribbon to this side of the Atlantic. LANCASTRIA (1922), sunk at St. Nazaire during the late war, is being surveyed for possible raising and eventual breaking up....BRASIL (1905) a VIRGINIAN b DROTTNINGHOLM is now d HOMELAND (Home Lines) operating from New York to Channel ports, carrying predominantly German officers and crew....RYNDAM, new Holland American tourist class liner, arrived in New York July 25, 1951, on maiden voyage. It is reported that, after her sister ship MAASDAM enters service next summer, the company plans to build a running-mate to the flagship NIEUW AMSTERDAM. Does this mean the end of VEENDAM (1923)?....It is reported that the U. S. Lines will return WASHINGTON (1933) to the Maritime Administration in the fall. Rumors are circulating that American President Lines are interested in the vessel for Pacific use. Since the capacity in the lower classes of PRESIDENT WILSON (1947) and PRESIDENT CLEVELAND (1947) has been increased, WASHINGTON would probably fill an existing need in the Pacific....Furness announces FORT AMHERST (1936) and FORT TOWNSHEND (1936) will not operate on the New York-Halifax run this winter. No further word in which service they will run.

Broken Up: MARRAKECH (1913) a HAITI of the Cie. Generale Transatlantique.

Mariner Ships: Five more "Mariner" class ships have been ordered by the Maritime Administration to be built by Bethlehem in San Francisco. This is the first major shipbuilding going to the west coast since the war. The keel of the first of this class, to be named KEYSTONE MARINER, has been laid at Chester, Pa. Other ships will be named after states: e. g., LONE STAR MARINER and OLD DOMINION MARINER.

Israeli Merchant Fleet: The Israel American Line has recently acquired two

Stephan Gmelin, Editor
1 Indian Spring Rd., Cranford, N.J.



MAKAWELI a COWEE, Detroit River, 1951
--Photo by Section Editor

interesting ships, TREUENFELS (1928), Hansa Line, now renamed ELATH; and HAUSA (1942), German-built war prize which lay at New York for some years after the war, now DANIELA BORCHARD.

Collision: POLARUS OIL (1943) a LAFCADIO HEARN collided with the Norwegian SANDEFJORD (1929) in a heavy fog ten miles south of Barnegat Lightship off the New Jersey coast July 11. POLARUS OIL suffered heavy bow damage but made New York. SANDEFJORD, slightly damaged, was delayed only a few days.

Name Changes: Recent acquisitions by Pope & Talbot: BRAINERD VICTORY (1945) renamed P. & T. VOYAGER; SAGINAW VICTORY (1945) renamed P. & T. BUILDER....New American Hawaiian Line acquisitions: ADRIAN VICTORY (1945) renamed PANAMAN....T. J. Stevenson purchases: CHARLES N. COLE (1945) renamed AUDREY II; GEORGE E. MERRICK (1945) renamed SAXON; GEORGE W. ALTHEER (1944) renamed ANNIOC....Miscellaneous: EL NIL (1916) a MARIE WOERMANN is now SAFINA-E-MURAD (Pakistan)....CHARLES H. LANHAM (1945) (EC-2) is renamed THUNDERBIRD (U.S.)....CHARLOTTE P. GILMAN (1943) is renamed HESS BUNKER (U.S.)....BOSTONIAN (1945) (Prudential) is now CHRISTAM (Orion)....FRED E. JOYCE (1945) is renamed GEORGE L. DUVAL (Wessal Duval)....NIAGARA VICTORY (1945) is now OCEAN VICTORY (U.S.)....SARAH ORNE JEWETT (1944) is now NIKOS (U. S.)....EDMUND MALLER (1945) is now ILIAMNA (Alaska Line)....K. I. LUCKENBACH (1918) is now STOCKSUN (Stockard)....LUXEMBOURG VICTORY (1944) is now PENNSYLVANIA (States SS.)

Pilot House



--Courtesy Clarence C. Berg

STEAMBOAT BILL OF FACTS

A publication relating primarily to North American steam and other powered craft, past and present.

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Editor

C. Bradford Mitchell, 3 Phoenix St., Fairhaven, Mass.

Associate Editors

Jay Allen (founder), Saffer Court 2, Urbana, Illinois
 Frank O. Braynard, 67-28 230th St., Bayside, L.I., N.Y.
 Edward O. Clark, 490 E. Abington Ave., Phila. 18, Pa.
 R. Loren Graham, 108 Farragut Rd., Swampscott, Mass.
 Randall V. Mills, 39 24th Ave. W., Eugene, Oregon
 Edwin A. Patt, 53 Annawamscut Rd., W. Barrington, R.I.
 Victor E. Scrivens, 565 First St., Westfield, N.J.
 Frederick Way, Jr., 121 River Ave., Sewickley, Pa.
 James Wilson, 215-28 47th Ave., Bayside 61, N.Y.

Regional Editors as Designated in Their Sections

Heard Send FANTAIL views, reminiscences, gripes, news of
On The members, and notes on operation to Jay Allen, Saffer
Fantail Court 2, Urbana, Illinois.

HERE, AT LAST, is a candid shot of a real Fantailers' Session. Here we were on Sunday, June 24, on the steamer STE. CLAIRE, somewhere between Detroit and Bob-Lo Park. On either hand were the interesting and often charming sights of the Detroit River, and the continuous stream of Great Lakes shipping. Here we were with the chance to enjoy all the delights of something becoming relentlessly scarcer--a steamboat ride. What do we do? We gather around a collection of steamboat postcards--an entertainment which will be available long after the last steamboat has been scrapped! Charles Van Holland couldn't resist the temptation to photograph this anomaly. Presumably unaware of the camera were the Rev. E. J. Dowling, S.J., who can identify any lake boat just by seeing its masts and funnel above the treetops; JOHN Poole, genial president of the Marine Historical Society of Detroit; and Clement Penrose, whose range is from Nantucket to Lake Superior. The kibitzer is yours truly.

Well, sir, the Detroit meeting of June 23-24 was certainly a success, as



far as I was concerned. Van Holland and I rode up from Champaign on the Wabash RR. Friday. On checking in at the Hotel Norton, we found a message from Harry Cotterell, inviting us to his room. There we found Ed Clark also, with a selection of his fine photographs of boats and engines.

Impressions of the next day's trip on PUT-IN-BAY 62 miles upstream to Port Huron include the ready friendliness of our hosts, the Marine Historical Society; busy SSHSA headquarters in upper deck Parlor C, with Secretary Patt doing a land-office business in Photo

Bank orders, book orders, and tickets for Bob-Lo, while his charming and efficient wife Ethel kept the accounts straight; the frequency of passing lake freighters and the uncanny ability of many MHSD members to name them afar off; the charm of the St. Clair River and its convenient arrangements for small boating by summer cottagers; the speed-mad outboarder who made dangerously close circles around us until picked up by the Canadian Coast Guard; and the photogenicity of PUT-IN-BAY at the Port Huron quay. SSHSA members and their families accounted for about 70 of the 899 passengers aboard the privately chartered PUT-IN-BAY that day.

Features of the trip to Bob-Lo the next day: greater apparent pride and initiative on the part of STE. CLAIRE's owners; headquarters formed by informal grouping of chairs on the main deck, since we travelled on regular (not chartered) trips; Ed Clark with his battery of cameras and accessories, who took, we assume, the most pictures either day; the D. & C. fleet tied up forlornly, though still looking fairly spruce, at Detroit--except for CITY OF CLEVELAND III which we saw to eastward from the river en route; lunch at the spacious park cafeteria, followed by our business meeting in the shade on the grass overlooking the up-bound channel; added exhilaration of a rising westerly wind and clearing air on the return to Detroit.

But the most rewarding part of the weekend, of course, was meeting members whom I had known only through the pages of Steamboat Bill, and renewing bonds with members I had not seen for many, many months. Bird-watchers have a saying, "Always go for one more bird walk, no matter what the season." I say to you, "Always go to one more SSHSA meeting, no matter how impractical or unpromising it may appear."

You will notice that "news of members" is underscored in the heading. One comment that came to me at Detroit was that there is not enough news of members in SB. So I want to point out that there is this place provided for you, but that we have no corps of reporters to go out and get such news. Send it in--about yourself or others. A sentence or two is often sufficient. It may stimulate members of similar special inter-

ests to get in direct contact. Word from Mike O'Brien and Walt Draper as to how they are getting on with their models of TASHMOO and PURITAN, respectively, might lead them to compare notes, or lead others interested in those boats to write Mike or Walt. Note, too, that we have added "gripes" to this column's subject matter. Here you can place before fellow-members your complaints and suggestions for improvements in any matter related to the Society, or to

Yours truly,
STEAMBOAT BILL

FOUND (THOUGH LOST)--ONE LARGE STEAMER

Anent his article in our 10th Anniversary Issue (SB, vii:13), Erik Heyl writes, "I just received a note from Mr. John L. Lochhead, Mariners' Museum, which finally clears up the mystery of CANADA-MISSISSIPPI. Mr. Lochhead quotes from the Boston Shipping List, Saturday, November 8, 1862, as follows:

"Steam ship MISSISSIPPI (of NY), Taylor, 18 days from Montevideo for China, foundered in a gale at sea Aug. 30, lat. 29 S., long. 12 E. The passengers, officers, and crew, numbering 63 persons, including two women, were all rescued--51 of them by bark PRINCE OSKAR of Gottenburg, from Falmouth, England, and the balance by brig MINSTREL of Jersey, Engl., and landed at St. Helena. The chief and ass't engineers came passengers in bark MERCURY at New Bedford. The MISSISSIPPI was built at Niagara City, Canada, in 1854 for lake business and called NIAGARA. She was afterwards sold and the name changed. Her last owners were N. P. Stewart and G. Savory of N. Y., who latterly employed her in the Rio Plata trade. She was 1,500 tons, rated A2 and valued at \$80,000.'

"This is without doubt CANADA b MISSISSIPPI. There are two easily-made mistakes in the article, the statements that she was built at Niagara City and that she was formerly NIAGARA.

There never was a place called Niagara City--the name was and still is Niagara-on-the-Lake. Calling her NIAGARA is, to my mind, a slip of the pen, plus a bit of mental fog. All the other data fit, and her owners jibe exactly with those given by the National Archives."

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Reviews

Ships of the Inland Sea, The Story of the Puget Sound Steamboats, by Gordon R. Newell. Portland (Ore.), Binfords & Mort, 1951. 241 pp. Ill. \$3.50.

This book is a notable attempt to fill a void in the recording of Pacific Northwest marine history. The author catches the spirit of the steamboat days with many colorful tales of the upper sound routes. The reading is light and the various chapters reflect the undiminished enthusiasm of the author for his subject. Though he is obviously prejudiced in favor of the steam engine as opposed to the diesel, the modern ferries (mostly diesel) are not entirely neglected. Photographs and Newell's own pen sketches illustrate typical vessels.

Practically all of the history prior to 1900 evidently is gleaned from Lewis & Dryden's Marine History of the Pacific Northwest (1895), the standard reference on this subject. It is in the history of 20th-century steamboating that Mr. Newell makes his main contribution. Numerous small errors appear to the critical historian, but they are not serious enough to detract from the main narrative. The author modestly apologizes for these in the introduction. A very lengthy book indeed would be necessary to record the entire subject. Consequently, Ships of the Inland Sea does have to spread rather thin in spots.

A series of appendices appears at the back: "Partial Roster of Steam Vessels," "Present Steam Vessels," "Partial List of Steamboat Men," "List of Vessels of the Modern Fleets," a mileage table, and a bibliography. The book is well written and points the way for other authors to fill the gaps necessarily left in Ships of the Inland Sea. Certainly, this book should stimulate others to contribute toward what will some day be a well-rounded library covering all phases of Puget Sound steamboating. --Robert C. Leithead

Fifty Years on the Mississippi; or, Gould's History of River Navigation, by E. W. Gould. Columbus, Ohio, Long's College Book Co., 1951. 750 pp. \$10.

Everyone interested in Western River navigation during the packet era will welcome this facsimile reprint of Captain Gould's long-out-of-print classic. First published at St. Louis in 1889, it is, like Merrick's Old Times on the Upper Mississippi and Morrison's History of American Steam Navigation,

a standby of research, but very hard to find except in libraries. The present publisher is to be thanked for making it more widely available.

The word "history" in the title may be misleading. This is not a treatise or research project--or even a coherent narrative. Rather, it is the voluminous and absorbing "commonplace book" of a professional riverman who did not try to write as a scholar or man of letters. Its internal organization is, in large part, that of a scrapbook. Large passages, especially for the earlier periods, are quoted directly from books and periodicals. Though the author scrupulously labeled these borrowings, he (or his printer) was debonair enough about quotation marks so that one cannot always say where Gould begins and his source ends.

But there is a large bulk of personal reminiscence, embodying direct observation on such matters as line organization, personalities, navigational practice, accidents, and river improvement. It is this which gives the work its great interest and value. This is the primary source material of history and is of such worth as to justify several times over the republication of the book. Probably few people have ever read it through consecutively--or ever will. But it can scarcely be opened anywhere without disclosing matter of instruction and interest.

--CBM

Steamboats Reach New Haven. A Brief Survey of Early Steamboat History on Long Island Sound, by Sidney Withington. Reprinted from Papers of the New Haven Colony Historical Society, 1951.

In this 40-page paper, Mr. Withington, a member of this Society, deals at some length with the advent, design, and activities of the first steamboats to New Haven: FULTON, CONNECTICUT, and UNITED STATES. He also gives some airing to the alleged pre-FULTON steamers on the Sound, rehearses the familiar story of the overthrow of the Fulton monopoly, and tells the rail-steamboat story, in less detail, to mid-century.

This is an able and entertaining discussion (a trifle topheavy with quotation) of the single facet of steamboat history designated in its title. It assembles a considerable body of very valuable local detail and, though not always convincing (e.g., it is hard to see how, on the evidence he presents, the author can conclude that the 1813 Sound trip of Stevens' JULIANA "undoubtedly" was not made by steam), it is a solid addition to steam literature.